APPROVED BY TRANSPORTATION COMMISSION ON JUNE 21, 2018

APPROVED
SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

THURSDAY, MAY 17, 2018

KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 6:01 p.m.

2. ROLL CALL

PRESENT: Gary Bretz, Chair
Barry Graham, Vice Chair
George Ertel
Pamela Iacovo
Renee Higgs
Michael Kuzel
Don Anderson

STAFF: Paul Basha, Transportation Director
Dan Worth, Public Works Director
John Kissinger, Kimley-Horn
Randy Ghezzi, Street Operations Director
Leslie Bubke, Traffic Engineer

GUESTS: John Kissinger, Kimley-Horn

3. PUBLIC COMMENT

Chair invited public comments.

4. APPROVAL OF MINUTES

- Study Session of the Transportation Commission – April 19, 2018
- Regular Meeting of the Transportation Commission – April 19, 2018

Commissioner provided a correction to page four.

COMMISSIONER KUZEL MOVED TO APPROVE THE STUDY SESSION MINUTES OF APRIL 19, 2018 AND THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON APRIL 19, 2018 AS AMENDED. COMMISSIONER IACOVO SECONDED. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SEVEN (7) TO ZERO (0).

5. RECENT SIGNAL COORDINATION PROJECT

Paul Basha, Transportation Director, noted that the City contracted with Kimley-Horn for a lengthy project to review the City's signal timing and develop signal coordination timing plans. John Kissinger, Kimley-Horn, gave the presentation. Public Works began with a goal of improving corridor timing by 10 percent. The Transportation Department had a goal of revisiting the timing, as it had not been looked at in 20 years. Basic signal timing refers to the following: Yellow time, all red time, pedestrian clearance time and minimum green time, which are all set by policy at the City level. He provided a map which depicted all the corridors that were timed. A total of 16 corridors were timed. Scottsdale Road was broken into four corridors.

Ensuing tasks included:

- Data collection
- Development of basic timings
- Development of timing recommendations
- Provided documentation

City staff performed:

- Before and after travel runs
- Approved timings
- Developed base models

Terminology definitions include:

- Cycle length: The time it takes a traffic signal to serve all approaches at an intersection; typical cycle length is 120 seconds.
- Phase (split): A portion allocated to each of the approaches.
- Offset: Relationship between the timing at one intersection and the timing at an adjacent intersection.
- Green band: The amount of green time available to a group of vehicles in a progressive signal system.

When developing signal timing recommendations, there are necessary considerations:

- Calculate splits based on volume

- Design splits to favor the main line and the heavier of the two movements
- Consideration of pedestrians – split should not be too short for pedestrians to pass
- Progression in offsets to favor the peak direction

There was an effort to keep changing of the phases to a minimum. Scottsdale predominately uses a lagging left turn.

Commissioner cited references of pedestrians 7+ and asked what this relates to. Mr. Kissinger stated that if in the traffic counts, there were seven or more pedestrians in an hour, they would make sure to incorporate pedestrian timing into the coordination plan.

Mr. Kissinger provided an update on progress. To date, they have finished all the data collection and basic timings. They have optimized all the corridors that have been implemented. Upcoming tasks include travel time runs for the after condition. This is followed by final documentation of data in each corridor.

Left turn types were described as follows:

- Lag/Lag: Lagging left
- Lead/Lead Left turns come up first
- Lead/Lag: In one direction, the left turn comes up first and in the opposite direction, it comes up last after the through phase
- Split-Phase: One direction of thru and left go at the same time, followed by the thru and left in the opposite direction
- Double service left turn: Left turn in the beginning, leading and lagging
- All options are Manual on Uniform Traffic Control Devices (MUTCD) compliant

Reasons phase order changes were considered:

- Progression
- Efficiency
- Safety

Commissioner inquired as to whether the time “sucked up” by collisions affects efficiency or whether they are excluded from efficiency calculations. Mr. Kissinger said that any time the street is blocked, this would certainly affect efficiency. They have not done calculations on crash data.

Mr. Kissinger stated that there are 299 signals in the City of Scottsdale – 6 are HAWKs, or pedestrian signals, 10 are at interchanges, 145 are simple two-phase intersections, 138 intersections mostly run as lag/lag. During the scope of this project, 185 were addressed within 16 categories. Of these, 53 have the simple two-phase intersection, leaving 132 with some form of left-turn phasing. Of these 132, the project affected 27 percent with 96 remaining unchanged. The only changes were from lag/lag to lead/lag. He provided a theoretical total delay comparison, based on the model used to develop the timing plans.

Chair suggested allowing the member of the public to provide her comments now, as she would not be available to stay for the duration of the meeting. Mr. Basha said it would be acceptable to let her go forward.

Louise Lamb stated that she was originally unhappy with the lagging left-turn signal changes, describing them as an accident waiting to happen. She complained to members of the Transportation Department. Since then she has changed her mind and feels it is a great idea. Traffic is flowing more smoothly and there is less waiting time.

Mr. Kissinger continued by reviewing the three available data collection techniques:

- KITS Mobile – Utilizing a phone app, data is collected as the driver navigates the corridor
- Google Data
- Velocity Data (ARID) – The City of Scottsdale had three ARID devices (Bluetooth readers). The readers track cell phones anonymously as they pass

He reviewed output for the three data collection techniques, including overall improvements in travel runs. These resulted in improved travel times for many runs of 12-19 percent, with an overall average of 12 percent. Two corridors saw no improvement and actually got slightly worse, including the Goldwater, Drinkwater couplet. At the other location, South Scottdale Road to McKellips, the McKellips intersection has a Tempe traffic signal with City of Scottsdale having no control over the timing. Indian School Road was the most challenging corridor. A highlight of achievements was reviewed:

- KITS results: Eastbound – 7 percent reduction a.m., 17 percent midday
- Google data: Eastbound/westbound directions – 15 percent reduction
- Stops eastbound: 0.9 reduction in stops a.m., 1.2 stops reduction midday

Vice Chair asked for clarification on the lag/lag and lead/lag. Mr. Kissinger explained that lag/lag or lagging lefts is when the left-turn arrow comes up after the thru. Lead/lag is the opposite. The arrows come up first and the thru phases come up afterwards. Vice Chair inquired as to any safety difference for intersections that employ a lead versus lag. Mr. Kissinger acknowledged that he is not certain. He has seen studies that suggest lagging lefts are safer. Increasing efficiency and reducing wait times may result in less frustrated drivers, which may theoretically lead to fewer accidents. Vice Chair commented that the revision of timing schedules has definitely improved the driving experience in Scottsdale. However, in lead/lag combinations, such as Hayden or Scottsdale Road, northbound traffic has cars lining 10 to 15 deep wanting to go north.

Chair stated his understanding that a problem has been identified with the City's photo detection, in that it has difficulty distinguishing certain colors of cars. Also the system seems to think a car is present when it is not. Mr. Kissinger said he has noticed this as well, however, it is more of a detection issue than a timing issue. Mr. Basha commented that in the past, the cameras were not very capable and had difficulties recognizing cars that were similarly colored to the pavement. However, camera technology has improved dramatically in the last five to ten years and the color detection issues are not as prevalent. Randy Ghezzi, Street Operations Director, added that today's camera technology does not get overpowered by shadows. One situation that can still cause it confusion is an oil sheen on the road or a fresh line stripe.

Commissioner commented on how helpful the presentation has been and how encouraging the improved efficiencies are. He referred to a right turn signal at Thompson Peak and Pima. The thru light is green, then goes to yellow and red. After a second delay, the right turn goes green. He questioned the purpose of the second lag. Leslie Bubke, Traffic Engineer, stated that the signal head is meant to be looked at by both traffic in a thru direction and a right-turn direction,

if it is a combination head. The lag is providing information for two different purposes and is primarily presenting the red light for the information of the thru traffic drivers who are also observing the light. Mr. Kissinger added that the right turn arrow comes up at the same time as the side street left-turn arrow comes up.

Commissioner asked whether adaptive traffic signaling is a possibility for the near term or distant future. Ms. Bubke stated that the Maricopa County Department of Transportation spearheaded a project called the Bell Road Adaptive Signal Control Project. It implemented adaptive control over four sections of Bell Road from Frank Lloyd Wright on the east through Surprise on the west. The section on Frank Lloyd Wright was the first part to go live in August of last year. It is currently in the final stages of testing. It was found to assist greatly with traffic for events at WestWorld, Barrett-Jackson and the golf tournament. The system was able to assess traffic levels at any given moment and make changes to the operation of the whole corridor. The final acceptance testing will be done in the next one to two months.

Commissioner referred to a slide that shows the ideal scenario and asked whether it is possible to achieve this scenario of absolutely no stops. Mr. Kissinger said it was not likely possible, due to human behavior, including not accelerating at an ideal rate and remaining at the ideal speed. It was discussed that driving at faster speeds does not facilitate making it through green lights, however, driving consistently at the posted speed limit allows the driver to hit the most green lights.

Commissioner sought confirmation that safety was absolutely a consideration in the process to achieve the best model. Mr. Kissinger concurred, noting that progression reduces rear-end collisions.

Commissioner addressed the left hand turn signals on Scottsdale Road. She asked about a formal process for submitting concerns and if so what the process entails. Mr. Ghezzi stated that citizens can call the Traffic Management Center at the Street Operations Department or they can fill out a Scottsdale easy work order request.

Commissioner inquired about plans for future studies, such as north of Shea. Mr. Ghezzi said that as soon as the present study is complete, 125 intersections remain to be studied. It would be wise to move forward with these studies.

Commissioner asked whether sequencing for lead/lag intersections ever changes depending on the time of day. Mr. Kissinger said that for intersections where there have been phase order changes, some such changes may only occur in the morning peak hour. At that time it might lag in one direction and in the midday, afternoon or late evening, it may revert back to lag/lag. Ms. Bubke added that there are some locations, where due to the heavier distribution of traffic by time of day, that lead/lag changes are accommodated. However, this does not occur often.

Commissioner noted that some intersections now have a flashing left turn as opposed to a full green or non-green and asked for comment. Ms. Bubke clarified that no intersections were changed with the study as far as whether they showed a flashing arrow or not. The only changes to lead/lag are protected-only left turn arrows.

Commissioner asked whether there was an advantage or a disadvantage to a system of using always lead/lag, always lag/lead or a combination of splits. It is evidence that Scottsdale has all options available in signal timing. Mr. Kissinger replied that the answer to the question represents a matter of opinion. Drivers in Scottsdale also drive in adjacent municipalities. A

majority of other agencies in the Valley predominantly use lead/lead left-turn phasing. When there is protected-only phasing, he does not believe there is an advantage to leading or lagging. Both are useful. Permitted-protected left-turn phasing may have advantage with leading left-turn phasing, simply because the thru phase and opposite directions have to end at the same time.

Chair questioned why the City waited 20 years to conduct such a study and inquired as to the schedule for the future. Mr. Basha said the City waited for many reasons, including the economy, which limited the City's budget and ability to hire highly competent traffic engineers. With the responsibility of traffic signal timing becoming part of the Public Works Division, they took a renewed interest in it. Dan Worth was very interested in improving signal timing. One of the reasons Randy Ghezzi was hired as Street Operations Director was his experience in signal timing. One of the reasons Leslie Bubke was hired as the Intelligent Transportation Systems Engineer is her direct expertise in signal timing. Mr. Basha added that it is relatively common for these type of signal retiming efforts to occur on an 8- to 12-year cycle, as they are quite expensive and time-consuming. It is hoped that the City can repeat such studies on a 5-to 10-year basis.

Chair addressed split phasing and asked what period of time these entail. Upon observation, one direction goes first. Everyone is out of the way. No traffic is present, and the other direction goes. It seems poorly designed. Mr. Kissinger said split phasing can be inefficient at times, especially when pedestrians are on both the east and west split phase. At many split phase intersections, there are efforts to limit pedestrians to one side or another. Split phasing is usually determined due to the geometry of the particular intersection. Split phasing is required in cases of thru left lanes. Mr. Basha said it would be helpful if the particular location, time of day and direction could be specifically identified in order to allow staff to effectively investigate.

Vice Chair inquired as to the years of the most recent studies. Mr. Kissinger stated his belief that the previous study was done in the late 1990s and the most recent completed this year (having begun in late 2016). Vice Chair noted that there was a reduction of 27 percent of lagging left turns and asked how many such turns were utilized by the City prior to the study. Mr. Kissinger said there are two sets of numbers; one for the overall City and one for the project. Vice Chair then asked what percentage of the total City traffic lights the study included. Mr. Kissinger said the study included 185 out of 300. Mr. Basha pointed out the presentation slide, which indicated that 138 intersections in Scottsdale had left-turn arrows of one type or another. Kimley-Horn investigated 132 of these left-turn arrows. Of the 132, 63 percent stayed in the same phase order as they were previously.

Vice Chair surmised that the City seems to have abandoned lagging left turn arrows. Mr. Kissinger said the direction his firm received was to consider the changes only when it makes a difference. They did not make wholesale decisions on absolute change. Dan Worth, Public Works Director commented that data was collected in terms of before/after runs. There was an effort to control for any other changes, other than changes to the signal timing at the intersections (same time of year, same general traffic loads). They were comparing to the degree possible, the improvements that were caused just by changing signal phasing or signal timing. Mr. Kissinger listed essential steps:

- Retiming each intersection on its own
- Evaluation of the timing of each phase, given the volumes
- Compare the offsets (relationship between the intersection)

If there was an opportunity, models were used to create an additional improvement. All three steps would have contributed to the percentage improvement.

Vice Chair asked whether staff feels good about the ratio of lagging to leading left arrows or whether the plan is to trend further towards leading. Mr. Kissinger said there may be some opportunities for such a change. Of the three types, lagging, mixed and leading, leading is a very small percentage (5 percent or less). Mixed stands at approximately 20-25 percent. Lagging is the majority.

In response to a Commissioner question, Mr. Basha confirmed that the data compares non-collision travel to non-collision travel. MAG embarked on a program 12 years ago, where they attempted to distinguish between travel times when collisions occurred versus when collisions did not occur. It was a difficult endeavor and no helpful results came from the study. It is very difficult to ascertain the traffic flow impacts of collisions by itself and equally difficult to determine non-collision times versus collision travel times with different phasing or signal timing.

Commissioner inquired as to whether the 36 phase order changes were concentrated in a particular area of the City. Mr. Kissinger presented a slide depicting locations of change orders. Many took place at major intersections, but they are spread throughout the City. The biggest factor is the relationship/distance between the different intersections where the green band would intersect.

Chair commented that in observations of lead/lag, in almost every case, it seems to be very inefficient. These intersections can be handled better by allowing both directions to go at the same time. It will be interesting to see whether there is an increase in accidents or accident severity. with the migration away from lagging left turns.

Mr. Kissinger acknowledged the work of the three engineers who completed most of the work on this project.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha addressed the bus and trolley modifications being explored over the past several months and particularly the cost per round trip of the Shea Express Route 514. It was previously reported at the April meeting that the cost per round trip was $19.40. This number was arrived at using old data. The calculation has been refined and the trip total has been reduced by approximately $4. Chair asked how this compares with other express routes. Mr. Basha said he did not have the information readily available, however the cost is similar to other express routes throughout Phoenix. It is still believed that radical changes are necessary to Route 514.

Mr. Basha discussed the current proposed express routes being contemplated in place of Route 514. Currently there are two 514 trips in the morning, leaving Fountain Hills into Scottsdale to Downtown Phoenix and in the evening, two trips leave Downtown Phoenix returning to Scottsdale and Fountain Hills. In conversation with many of Route 514 users, the proposed new concept is highly supported. The concept is to have one route beginning in Fountain Hills, which enters Scottsdale along Shea, stops at the Mustang Transit Center, stops at Scottsdale Community College, goes to the 101 Freeway to the 202 Freeway and then continues into Downtown Phoenix. The other route would begin in Central Scottsdale on McCormick Ranch at the shopping center at Hayden and McCormick Parkway, traveling south on Hayden Road and West on McDowell Road. From McDowell, it would go south on 52nd Street to State Route

202 and into the City of Phoenix. The existing Route 514 combines these two routes and is therefore on surface streets for all of its travel while in Scottsdale. The proposed idea would separate the two types of trips. It does require Valley Metro's approval. Mr. Basha noted that it does violate Valley Metro's standards. Their current standards for express routes are a minimum of four trips per peak period and a maximum of four stops per route.

The idea of a van pool service from Fountain Hills has been explored, however it should be noted that very few riders of 514 begin in Fountain Hills. It is conceivable that they could use a van pool and not use Scottsdale at all. This would serve only a very small percentage of 514 riders. Fountain Hills is free to pursue this, however Scottsdale would need to provide another alternative to serve the people who are using 514, other than van pool. This is the reason the two proposed routes are being suggested. Chair pointed out that a van pool could have more than one stop, picking up riders in Fountain Hills and en route to the 101, they could stop at another location to pick up Scottsdale residents. Chair said that during next month's more in-depth discussion on the topic, it would be helpful to see a comparison of the cost of other express routes per passenger. Mr. Basha confirmed that staff will provide that information.

Mr. Basha discussed proposed routes in the City of Scottsdale, busses and trolleys with many changes made, including Hayden, Shea, Miller, 68th Street and the new Cactus Trolley route. The biggest change is that the Miller Trolley route is now located on Hayden Road through McCormick Ranch, using Mountain View Road to travel to the Mustang Transit Center.

The Hayden bus route now uses Pima Road and 90th Street north of Indian Bend to get to the Mustang Transit Center. There are several reasons for the suggested change:

- Many comments received from the public in the past month suggested this would be a very favorable route.
- There is an issue of fairness with McCormick Ranch currently having no free trolley service.
- The route serves Mountain View Road between Hayden and 90th Street. There is a community center and elementary school on Mountain View Road just east of Hayden.
- The route provides better service to Saguaro High School.

Previously, there was a proposal that the Miller Road Trolley use Miller to Chaparral and then Chaparral to Granite Reef, Granite Reef to McDonald going east at Pima Road to continue on. In conversations with citizens and users of the trolleys, there was very strong opinions that the existing Miller route (Miller north of Chaparral to 78th Street to McDonald), is highly favored. Given this input, staff suggests retaining that portion of the Miller Road route.
Mr. Basha stated that the 68th Street route is a radical departure from the Neighborhood Trolley, being much more efficient and direct. However, there are some locations where the proposal requires a transfer between the proposed 68th and proposed Miller route, whereas now, the Neighborhood Trolley does not require such a transfer. Transfers typically reduce ridership, due to increased travel time. No comments were received during neighborhood information sessions relative to the 68th Street change. Comments have been submitted directly to the Transportation Commission regarding the change, with several people commenting that they would like the Neighborhood Trolley to remain on its current route. More information sessions are planned, including at the Paiute Center.

Mr. Basha addressed a change with Shea Boulevard. Earlier, the route stopped at Hayden and then returned to the west. A number of comments were received from riders strongly suggesting

that the Shea route stay on Shea and then come to the Mustang Transit Center. There was some conflict, because at that time, there was the potential that both the Hayden and Shea routes would be on the portion of Shea Boulevard. This redundancy has been corrected by use of the Miller Trolley on Mountain View. The extension from Shea from Hayden to the Mustang Transit Center cost is $300,000. There is not currently funding available for this budget, however there are some ideas on curtailing other recommendations in order to provide this funding.

Mr. Basha stated that when the Cactus Route was originally proposed, it served a portion of Bell Road and Mayo Clinic east of Via Linda. It suggested that it no longer serve Bell Road, terminating the route at the Frank Lloyd Wright/Via Linda intersection. It would serve the Andara Assisting Living Center, but would not serve Mountainside middle school or Desert Mountain high school. It is hoped that this change will provide the $300,000 budget for the Shea Boulevard changes. Another idea is to terminate the Cactus Trolley at Scottsdale Ranch Park, which would not serve the Andara Assisted Living Center, the retail businesses in the Frank Lloyd Wright/Via Linda Intersection or residents in this vicinity. It would most certainly save $300,000. It will also mean ending service for a fairly large geographic area of the City, which has frequently requested to receive service. Chair commented that many such residents may wish to go to the senior center, which is just before the termination. Mr. Basha concurred that many residents wish to go to the Via Linda Senior Center, but are finding themselves physically unable to drive. Another alternative is reduction in frequency from 20 minutes to 30 minutes. That is certain to result in cost savings of $300,000.

Mr. Basha provided a point of clarification. The Cactus Trolley can only be afforded if the Miller and 68th Street routes are made to be much more efficient than the current Miller and Neighborhood Trolley routes. The City Manager has indicated that changes can be made, so long as they do not increase the overall budget. Chair noted that the conversation may be going into too much detail on a non-agendized item.

Commissioner referenced the data that shortening the Shea route would still accommodate 90-92 percent of the original ridership. He inquired as to the absolute number of riders that would be excluded. Mr. Basha said it would equate to less than 20 per day and likely less than 12 per day.

Mr. Basha provided a schedule of upcoming information sessions.

Mr. Basha addressed the radical change in the price of gasoline over the past three years. In February of 2015, the average price of per gallon was approximately $1.69. The average price has risen to nearly $3 per gallon. It is believed that there is a relationship between the price of gasoline and transit ridership, especially for choice riders. Express Route 514 users are choice riders, meaning they have cars yet choose to drive to a Park and Ride or bus stop location, using a bus for the rest of the journey. Experts predict the price of gasoline to continue to increase through the remainder of 2018.

Chair asked whether Valley Metro has reported an increase in ridership. Mr. Basha stated that ridership actually continues to decline throughout the Valley and the nation. The exception is light rail, with ridership increasing year over year. Another exception is the Downtown Trolley, which has increased over 50 percent in the last two years, since frequency was increased. It is notable that when automobile travel is decreased, also decreased is the fuel tax revenue. The question is whether bus and trolley service should be provided at all. The Transportation Department believes service should be provided and as cost effectively as possible.

Mr. Basha reported on the Sky Harbor Ride-Share City funded program, which connects Sky Harbor to the City of Scottsdale. The three providers are Lyft, Uber and ExecuCar. Lyft began operation in late January of 2018. The data is through the end of March and totals 5,700 rides at a cost of $52,000. The City of Scottsdale through its hotel bed tax revenue subsidizes a ride share from Sky Harbor to Scottsdale or reverse to a maximum of $10. Uber began service in April with a total of 9,400 rides at cost of $84,000. They reported that May thus far has been equally successful. They were provided a maximum of $110,000 and informed the Department they have already spent this amount. It is anticipated that Lyft has also spent its $110,000 budget. ExecuCar only had ten rides. Rebalancing the $300,000 total budget has been contemplated; some of the funds allocated to ExecuCar may be redistributed to Uber and Lyft. The program ends in June.

Vice Chair asked whether staff has spoken to the drivers regarding their experience with the program. Mr. Basha said they have not and likely will not speak to the drivers. Vice Chair voiced doubts with the program, as it is offered to anyone, although it is designed to accommodate tourists. There is a risk that the City is subsidizing corporations. Mr. Basha acknowledged that there is this potential risk. The Department's position is whether people are coming to Scottsdale for business or personal business is almost irrelevant. What matters is that people are coming to Scottsdale. Vice Chair made that point that those coming for corporate reasons would come to the City regardless, as this is a corporate decision. Vacation travel is very discretionary. Mr. Basha said they embarked on this program because Experience Scottsdale received criticism from business travelers coming to Scottsdale (particularly meeting planners) being highly critical of Scottsdale's transportation system. It is believed that the criticism centered on getting from the major airport to the City. It is hoped that meeting planners will acknowledge the ride share program and choose Scottsdale, because the City cares about the experience of its visitors.

Commissioner asked how prospective riders become aware of the offer. Mr. Basha said that riders become aware of the program, because they use or previously have used Lyft, Uber and ExecuCar in the past. The only advertising for this program is from the individual companies. The companies sent notifications to their clients who live in cities other than the metro Phoenix area and have visited Phoenix in the past.

Mr. Basha addressed the issue of electric scooters appearing in Scottsdale as of one week ago. By current ordinance, such scooters can only be driven on private property or streets with speed limits of 25 miles per hour or less. Motorized skateboards are not permitted for use on sidewalks, shared use paths or bicycle lanes. In the past week, there have been numerous instances of people using the motorized skateboards on streets with speed limits higher than 25 miles per hour, on sidewalks and shared use paths. The City has informed the company that brought the electric scooters into Scottsdale that they and their users are violating the ordinance. The company has since committed to complying with the ordinance. LimeBike is also anxious to bring motorized skateboards/electric scooters into Scottsdale. The City requested that they refrain from doing so for the time being, while the devices and their application are sufficiently studied. LimeBike has complied with the request for restraint.

Commissioner inquired as to an ordinance for motorized bicycles. Mr. Basha stated that motorized bicycles come in various styles. The City's ordinance is not as clear as the City of Tempe, which has a clear ordinance which defines motorized bicycles. The most common motorized bicycle is called pedal assist, which is a bike that can be pedaled or which uses an electric motor. The purpose of such bicycles is to help people traverse hills or who are elderly

and need periodic assistance. These mobility devices are allowed on sidewalks and shared use paths. There is some doubt as to whether other types of motorized bicycles are allowed by the current ordinance.

Chair commented that he has also observed gas powered bicycles on roads. Mr. Basha agreed, noting that some may be in bicycle lanes and sidewalks, which may or may not be allowed. It is hoped that an ordinance will be written to specifically identifies different types of motorized bicycles and where they are permitted to travel.

7. PUBLIC COMMENT

There were no comments.

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Basha noted that the Commission typically does not meet in July and staff is suggesting that the July meeting be cancelled. There was no opposition to cancelling the July meeting. Chair noted he will not be present in July and next month will be his last month on the Commission.

Commissioner commented that the State recently authorized automated delivery devices on sidewalks. This will impact any upcoming ordinance on scooters. Perhaps this item can be included on an upcoming agenda. Mr. Basha said staff has been discussing this topic. There is nothing to report at this time, however, when information is available, this will be scheduled on a future agenda, perhaps in September or October.

Chair suggested a further evaluation and presentation on van pool options in terms of viable alternatives to the 514 express.

Vice Chair would like to have a deeper discussion on the safety aspect of lag/leading turns.

Chair would like to have a discussion on an ordinance for pedal assist bicycles.

9. ADJOURNMENT

With no further business to conduct, Chair adjourned the regular meeting at approximately 8:57 p.m.

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at http://www.scottsdaleaz.gov/boards/transp.asp**